





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,365 tons.....Captain H. D. Jones.  
 "POWAN," .....2,338 "....." W. A. Valentine.  
 "FATSHAN," .....2,260 "....." R. D. Thomas.  
 "HANKOW," .....3,073 "....." C. V. Lloyd.  
 "KINSHAN," .....1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons.....Captain G. F. Morrison, R.N.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....2,19 tons.....Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain J. Willox.  
 "NANNING," .....569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

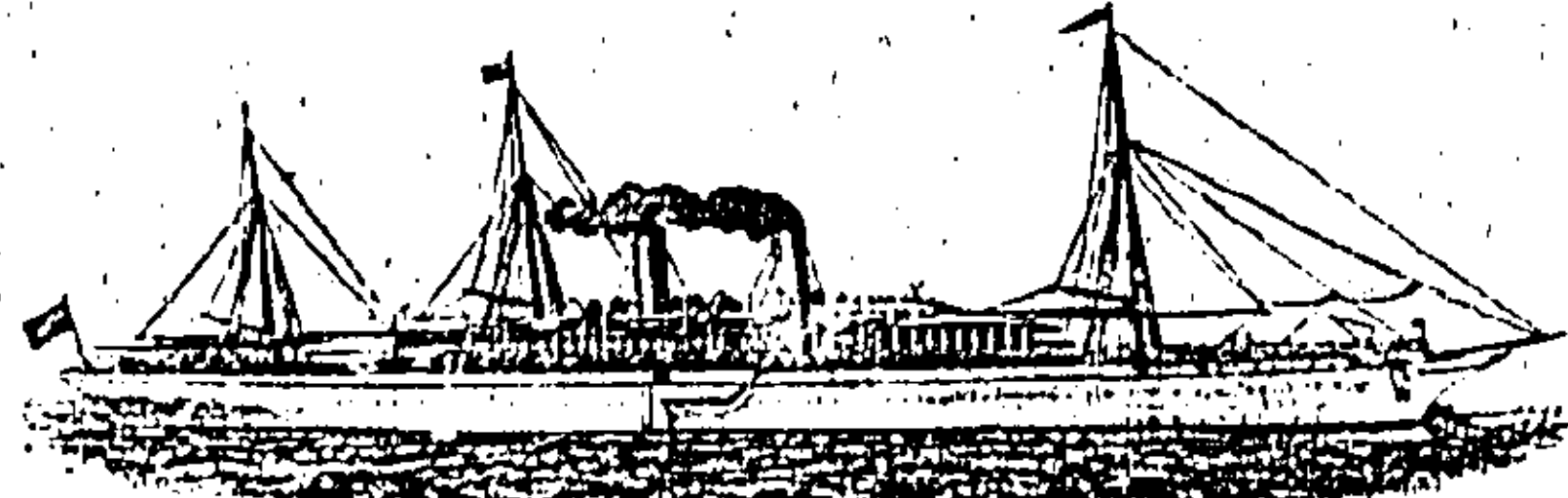
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Sailing 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	6,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....21d St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
 Hongkong, 28th March, 1906. Corner Piddar Street and Praya, opposite Blake Pier. [13]

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th April	Freight and Passengers.
SLAVONIA	FOR ODESSA (DIRECT). (Calling at SINGAPORE & COLOMBO).	About 11th April	Freight.
SENEGAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th April	Freight.
SEGOVIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	2nd May	Freight.
JSTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	8th May	Freight.
C. FERD. LAEISZ	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th May	Freight.
SITHONNIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th May	Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June	Freight.
VANDALIA	NEW YORK. (Calling at S'PORE, PENANG & COLOMBO).	6th May	Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 King's Buildings.

Hongkong, 4th April, 1906.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 11th day of April, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Capt. H. Kirchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,327	TUESDAY, 26th June.

ON TUESDAY, the 1st day of May, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£38. 0. 0.	£18. 0. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. 0. 0.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. 0. 0.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	PRINZ SIGISMUND	TUESDAY, 10th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 11th April.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	WEDNESDAY, 25th April.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 4th April, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

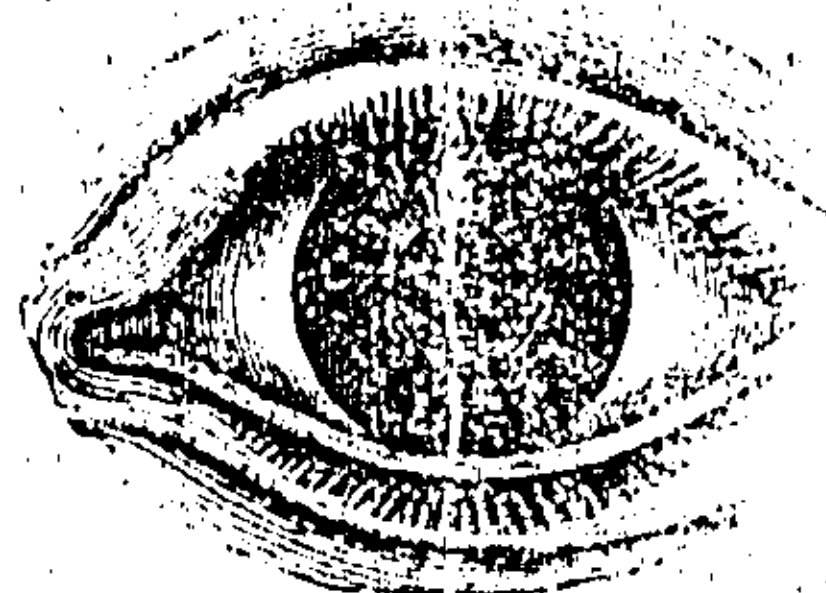
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

## EYES



## RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, FEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905.

[48]

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAU KONG LINES.

S.S. "TAK HING,"  
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.  
 THE ROUND TRIP OCCUPIES ONLY 35 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.  
 THE steamers sail from HONGKONG to SAMSHUI, SHUIMING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905

[14]

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE  
 BETWEEN  
 JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJILIWONG	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIPANAS	JAPAN	Second half April	JAVA PORTS	First half May
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LINE.

Telephone No. 375.  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 24th March, 1906.

[15]

KWONG SANG & Co.,  
 No. 75, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grasscloth, Fancy and Piece Goods, &c.  
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.  
 Hongkong, 1st February, 1906. [180]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
 41 & 43, QUEEN'S ROAD CENTRAL,  
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
 Hongkong, 15th September, 1905

Hongkong, 2nd May, 1904.

## FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS, GLOBES, SHADES, &c.,

for GASOLINE AND GAS LAMPS

at the most moderate prices.



**Intimations.**

# Powell's

**LADIES' OUTFITTERS.**  
Alexandra Buildings,  
Des Vaux Road.

## NEW GOODS NOW ON SHOW.

**WHITE AND CREAM SILK BLOUSES.**

**WHITE AND ECRU MUSLIN BLOUSES.**

**WHITE MUSLIN SHIRT BLOUSES**  
with Linen Collars.

**SILK AND LACE NECKWEAR.**

**BLACK AND TAN LISLE THREAD HOSIERY.**

**NEW WASHING CLOVES.**

**TRIMMED AND UNTRIMMED MILLINERY.**

A splendid selection of all of the above.

Inspection invited.

**Wm. POWELL, Ld.,**  
HONGKONG.

Hongkong, 5th April 1906

**Intimations.**

**THE CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.**

ALL TELEPHONES in the PEAK DISTRICT will be INTERRUPTED during the night of SATURDAY, April 7th.

W. L. CARTER, Manager.  
Hongkong, 5th April, 1906. [42]

**THE CHINA LIGHT AND POWER COMPANY, LIMITED.**

THE FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, TO-MORROW, 7th April, 1906, at 11.45 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1906, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 4th, to SATURDAY, 7th April, both days inclusive.

SHEWAN, TOMES & Co., General Managers.  
Hongkong, 6th April, 1906. [132]

**PHILIPPINE COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the SHAREHOLDERS of PHILIPPINE CO., LIMITED, will be held at the Office of the General Manager, Bank of China, Ltd., Queen's Road, Hongkong, on WEDNESDAY, the 11th day of April, 1906, at 3.15 P.M., when the subjoined Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for confirmation at a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

**RESOLUTION.**

That the firm of Messrs E. S. KADOORIE & Co. be appointed GENERAL MANAGERS of the Company in the place of Messrs. BENJAMIN KELLY & POTTS and that Article 56 of the Company's Articles of Association be altered by substituting the words "E. S. KADOORIE & Co." for the words "Benjamin, Kelly & Potts."

BENJAMIN, KELLY & POTTS, General Managers.  
Hongkong, 31st March, 1906. [407]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at 10 A.M. for the purpose of receiving the Report of the Directors together with Statements of Account to the 31st December, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 18th April to the 28th April, both days inclusive.

By Order of the Board,  
W. J. SAUNDERS, Secretary.  
Hongkong, 3rd April, 1906. [418]

**CIGARS.**

**DUTCH CIGARS.**  
MIXTURE OF JAVA AND BRAZIL TOBACCO WITH SUMATRA COVER.  
Well-known brands are:—  
Mercurio (Cigare'los) Orlanda. Carlo Basso.  
Flor de Flores. Timosa. Don Alonso.  
La Bella Rita. Club. Excelente.

**HAMBURG CIGARS**  
OF BEST BRAZIL TOBACCO.  
Roland von Hamburg. Record Schlager.  
"Ristorancia. Flor de Mondego.  
Hammonia Dock.  
Best everything of same origin.

**VIRGINIA CIGARS**  
OF BEST VIRGINIA TOBACCO.  
Kaiser Wilhelm.  
As smoked by  
H.M. King Edward and  
H.M. Emperor William.

SOLE IMPORTERS:—  
LUTGENS, EINSTAMANN & CO.,  
2, Pedder Street, 2.  
Third Floor. Please take the Lift.  
Hongkong, 27th October, 1905. [16]

**BLACKHEAD & CO.**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
GRANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIENS GENUINE  
COMPOSITION RED HAND  
PRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

For Sale Agents for  
FVRG "N" CEMENT BRAND.

**P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.**  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 7th March, 1905. [42]

**Auctions.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
the 7th April, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
A LARGE ASSORTMENT OF  
**ENAMELLED WARE GOODS.**  
TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th April, 1906. [423]

**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW,  
the 7th April, 1906, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,  
80 CASES OF FRENCH MACARONI,  
(in first-class order and condition).  
TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 6th April, 1906. [416]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by  
**PUBLIC AUCTION,**  
ON  
MONDAY,  
the 9th April, 1906, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street,  
A FINE ASSORTMENT OF  
**JAPANESE CURIOS,**  
Comprising:—  
SATSUMA VASES, PLATES and INCENSE BURNERS, BRASS and BRONZE BOWLS and VASES, CLOUTONNE WARE, &c., &c., &c.  
On view from Saturday, the 7th April

TERMS:—Cash on delivery.

GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 4th April, 1906. [421]

**PUBLIC AUCTION.**

THE Undersigned has received instructions to sell by  
**PUBLIC AUCTION,**  
ON  
WEDNESDAY,  
the 11th April 1906, at 12 o'clock Noon, at his Sales Rooms, Duddell Street,  
IN TWO LOTS,  
THE GERMAN STEAMER "DECIMA,"  
(wrecked off Cape Cumi, Hainan Island),  
WITH BUNDLY APPURTENANCES,  
STORES, ANCHORS, CHAINS, &c., &c.,  
AND  
About 1,000 Tons COAL (the Cargo of above Steamer).  
TERMS:—Cash on fall of hammer. Both Lots to be at purchaser's risk on fall of hammer.

For further particulars, apply to—  
GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 5th April, 1906. [424]

BY ORDER OF THE MORTGAGEES.

**PUBLIC AUCTION**  
OF  
VALUABLE LEASEHOLD PROPERTY,  
situate in Des Vaux Road, Victoria, in the Colony of Hongkong,  
IN THREE LOTS,  
BY  
MR. GEO. P. LAMMERT, Auctioneer,  
ON  
WEDNESDAY,  
the 11th day of April, 1906, at 3 P.M., at his Sales Rooms, Duddell Street, Victoria.

Lot No. 1.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section C of Inland Lot No. 111, and Subsection No. 1 of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 149 Des Vaux Road West. Annual Crown Rent \$9.40.

Lot No. 2.—All those PIECES OF GROUND intended to be registered respectively in the Land Office as Section D of Inland Lot No. 131, and Subsection No. 2 of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 351 Des Vaux Road West. Annual Crown Rent \$9.32.

Lot No. 3.—All those PIECE OF GROUND intended to be registered respectively in the Land Office as The Remaining Portion of Inland Lot No. 131 and The Remaining Portion of Subsection No. 10 of Section A of Marine Lot No. 95 with the message thereon known as No. 353 Des Vaux Road West. Annual Crown Rent \$9.58.

For further particulars and conditions of sale, apply to—  
EWENS, HARSTON & HARDING,  
Solicitors for the Mortgagees, or to  
MR. GEO. P. LAMMERT,  
Auctioneer.  
Hongkong, 29th March, 1906. [106]

**NOTICE.**

THE SALE BY AUCTION OF ALMA BATU KAWAN AND FIVE ESTATES stands postponed to a future date, of which due notice will be given.

KENNEDY & Co., Auctioneers.  
Penang, 16th February, 1906. [276]

**AWAKENING OF THE MONGOL PEOPLES.**

AN OLD CHINA HAND ON RENAISSANCE.

Among a good deal that has been written recently on the situation in China must be included some observations of Mr. Archibald R. Colquhoun, in the *Morning Post* as an old "China hand." He advances a new argument in respect of the "awakening" of that great country. Mr. Colquhoun says in the course of his article:—

"In my own opinion the most important and far-reaching of all the changes which have taken place in China is the improvement in communications. I do not mean by this only the railways, which still afford but imperfect access to many parts of the Empire, but rather the postal and telegraph services accomplished under the Imperial Maritime Customs Department, and the extension of the Press. The educational and political significance of these two developments—one the work of an Englishman and the other largely due to Japanese influence—can only be appreciated by those who remember the entire isolation of old days. All that is changed; letters, books, and newspapers can be, and are, distributed to the most remote parts of the Empire, and the inevitable result must be a breaking down of provincial barriers and the gradual evolution of a really national spirit. A great many mistakes have arisen from a too general habit of ascribing Japan's success entirely to her adoption of European methods while overlooking inherent qualities, which were in reality quite as important. You cannot, to quote a homely proverb, make a silk purse out of a sow's ear. It will be the same in China. A reforming dynasty full of liberal edicts and an enlightened and vigorous Viceroy could only make of their people what that people choose to become. In Japan the habits of loyalty and obedience and the still living force of a feudal system helped the task of reconstruction. In China, therefore, is a totally opposite influence—one of the freest democracies under a corrupt officialdom. Reform the officials, purify the Administration, and the democracy remains. But, voice will be heard above every other in the reconstruction period and the arbiter of destiny will not be the learned, suave, cynical diplomatist of the Court or the practical opportunist of the Treaty ports, but the virile, obstinate, one-idea man of the people. No one feels sure yet what he will say, but the Court hastens to secure its army—an army under Imperial control—while the Japanese with consummate skill and tact dissociate themselves from the West in their efforts in China. The advance of the Mongol races simultaneously on their own lines is their keynote. The attitude of the Court and the chief officials is simply opportunist. No wonder that the prevailing feeling among Europeans in China is one of uncertainty. There is no doubt that there is a growing sentiment throughout the country, and it is not, as in former times, the result of Imperial edicts specially directed to the end of inflaming popular passion. It is not to be attributed, either, to the Japanese propaganda of Pan-Mongolism, though the conservative party in Japan has been permitted to conduct a campaign on these lines with a distinctly anti-Western bias. This movement, regarded by Japan as a sort of second string to her bow, has at times actually clashed with a more liberal Japanese view, and has undoubtedly influenced the Chinese greatly, but not entirely. Nor is it, as in former times, the result of abysmal ignorance and panic fear. Never was China so well informed throughout as now, never was it possible to get at the sense of the people so thoroughly. The result seems to be that the first manifestation of the new spirit is to confirm the blind instinct of old and demand that China shall be freed from foreign interference at all costs. Japan herself, despite her careful policy, is regarded as foreign and although she has fought the battles of China she has received no thanks nor any signs of gratitude. Even so careful a statesman as Ito has expressed his dissatisfaction with Komura's failure to obtain any public recognition of Japan's services to China. In the China-Japanese Treaty Peking has as yet taken every possible advantage. Manchuria is to be open to trade, but not at all on old Treaty-port lines; in fact, Manchuria is to be opened to international trade and residence, not by Japan, whose armies are occupying it at present, but by 'China herself.' It is apparent that, just as Japan used the West for her own development without coming under Western influence, so China intends to retain her independence of spirit while taking every advantage of Japan's superior equipment. If any expert testimony were needed as to the reality of the Chinese awakening and the enormous potentialities she possesses, it would be found in the confident and conciliatory attitude of Japan—a very different tone from that adopted towards Korea. Naturally, with her aspirations towards the hegemony of Mongol races, Japan wishes to be on good terms with her great neighbour, but the absence of any attempt to push the advantage she has gained by her victory over Russia is a very significant sign. China is no longer the China of the war of 1895. In the moment of victory Japan has again had to bow to influences which, not openly exerted, were still too powerful for her to resist. The Cabinet which had carried through one of the most brilliantly successful wars in history felt when peace was assured, and although the situation has now been accepted with characteristic pluck and philosophy, Japan will not forget.

"Her next task is the Egyptising of Korea. Ito, the greatest living Japanese statesman, has gone there, nominally as Resident-General, really as ruler. Oriental politeness and desire to 'save face' have been used to close the bald facts as much as possible, and Korea retains her foolish Court and her incompetent Emperor. Koreans quite appreciate the truth, however. The Koreans are a mild, sheep-like people, their fine physique and handsome faces being out

(Continued on page 7)

**To Let.**

**CHEAP RENTALS.**

**EUROPEAN FLATS** to let, Nos. 45 and 46, ELGIN and GARDEN ROAD, Kowloon. Bathrooms, Servants' Quarters, Gas and Water laid on.

Apply to—  
H. RUTTONIER,  
No. 5, D'Aguiar Street, Hongkong,  
or  
No. 37, Elgin Road, Kowloon.  
Hongkong, 2nd April, 1906. [64]

**TO LET.**  
(FROM JUNE, 1906).

NO. 2, ANTRIM VILLAS, Des Vaux Road, Kowloon. A Five-Roomed House.

Apply to—  
HUGHES & HOUGH,  
8, Des Vaux Road.  
Hongkong, 10th March, 1906. [130]

**TO LET.**

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.  
Floor Area 6,100 square feet each.

Apply to—  
JARDINE, MATHESON & Co.,  
Hongkong, 20th January, 1906. [147]

**TO LET.**

NO. 5, SEYMOUR TERRACE. Five-roomed House. Moderate Rental.

Apply to—  
WONG KAM FUK,  
Hongkong and Kowloon Wharf and Godown Co.  
Hongkong, 9th March, 1906. [332]

**TO LET.**

"HAYTOR" THE PEAK. Immediate Possession.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 17th March, 1906. [163]

**TO LET.**

OFFICES in KING'S BUILDING and YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., LD.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RYTON TERRACE.

FLATS in MORRISON TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th February, 1906. [72]

**TO LET.**

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 30th December, 1905. [74]

**TO LET.**

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 27th June, 1906. [73]

**Hotels.**

**OCCIDENTAL HOTEL.**

**EXCELLENT CUISINE.**

**MODERATE PRICES.**

**ELECTRIC FANS**  
TO ORDER IN  
EVERY ROOM.

**EUROPEAN MANAGEMENT.**

ELGIN ROAD, KOWLOON.  
Hongkong, 19th May, 1905. [28]

**ORIENTAL HOTEL, MACAO.**

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

**LARGE AND LOFTY ROOMS,**  
Elegantly Furnished.

**EXCELLENT CUISINE.**

**WINES AND SPIRITS** of the best quality.

**HILLIARD TABLE**, the best in the Far East.

**EVERY COMFORT FOR RESIDENTS AND TOURISTS.**

For Terms, &c., apply to—  
THE MANAGER.  
Macao, 16th October, 1905. [29]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS,  
PRIVATE BAR and BILLIARD-ROOMS.  
HOT and COLD WATER throughout.


**ELECTRICALLY LIGHTED, ELECTRIC FANS** (if required).

**ELECTRIC PASSENGER ELEVATOR** to each floor.


**TABLE D'HOTE** at separate tables.

For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 4th December, 1905. [30]

**Intimations.**



**THE POPULAR SCOTCH IS "BLACK & WHITE"**



**JAMES BUCHANAN & CO.**  
SCOTCH WHISKY DISTILLERS.  
By Appointment to  
**H.M. THE KING**  
and  
**HRH the PRINCE OF WALES**

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [52]

**TUBORG BEER.**


A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—  
SIEMSEN & CO.  
Hongkong, 10th January, 1903. [62]

**THE WINE GROWERS SUPPLY CO.**



**BARRETTO & Co.,**  
General Agents, Hongkong.

**WHISKIES.**

**SCOTCH.**

Black's Fine Old Scotch ..... \$8.00 Per Dozen Case.

Neil McLean, Old Scotch ..... 10.00 " "

Ronald Rennie, Green Seal ..... 12.00 " "

Glen Alva \* \* \* \* 13.00 " "

Neil McLean, Finest Liqueur ..... 13.00 " "

Ronald Rennie, Perfection ..... 14.00 " "

Melrose ..... 16.00 " "

Ronald Rennie, Finest Liqueur ... 16.00 " "

Melrose \* \* \* (25 Years Old) ..... 20.00 " "

**IRISH.**

Mitchell's Old, Green Label ..... \$9.00 Per Doz. Case.

Mitchell's Liqueur, White Label ..... 15.00 " "

**BARRETTO & Co., Agents,**  
Nos. 22 & 24, Bank Buildings,  
Queen's Road Central.  
Hongkong, 26th June, 1905. [50]



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT.

TO

HIS EXCELLENCY THE GOVERNOR.

**HYGIENOL**

(REGISTERED)

A POWERFUL

DISINFECTANT,

GERMICIDE

DEODORISER

CHEAP

HARMLESS

EFFECTIVE

**A. S. WATSON & CO.,**  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

**GREGOR & CO.,**

19, QUEEN'S ROAD CENTRAL.

**BURGUNDIES**

FROM

BOUCHARD PERE &

FILS,

Beaune, Burgundy.

AWARDS:

76 GOLD MEDALS

AND

DIPLOMAS

AT VARIOUS EXHIBITIONS.

Hongkong, 28th July, 1905.

[56-13]

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business notices should be addressed to The Manager.

The Editor will not be responsible for any loss of or damage to property sent by post.

**SUBSCRIPTION RATES (IN ADVANCE).**

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On delivery by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, 10 cents; Weekly, twenty-five cents.

## BIRTH.

On the 31st March, at Shanghai, the wife of J. W. JACKSON, M. B. of a daughter.

## DEATH.

On the 30th March, at Shanghai, GEORGE HENRY ROSE, aged 29 years.

**The Hongkong Telegraph**

HONGKONG, FRIDAY, APRIL 6, 1906.

**HONGKONG'S WATER SUPPLY.**

Were it not for the fact that the dry season has practically passed the figures supplied by the Director of Public Works under the heading "water return" would be far from reassuring. It seems that at the end of March the total quantity of water in the four reservoirs—Tytam, Byewash, Pokfulam, and Wong-wei-cheung—amounted to 62,427,000 gallons, whereas last year at the same date there were 257,630,000 gallons, or four times the amount there is to-day.

The Wong-wei-cheung reserve shows the greatest proportionate falling-off, for there are only 127,000 gallons where there were over ten and a half millions at this period last year. Tytam has over 55 millions as contrasted with considerably over 200 millions, while Byewash is empty. During the month of March the total consumption was 91,956,000 gallons, and as there were only some 62 millions in reserve at the end of the month it will be apparent that we were on the verge of a water famine. A curious fact is to be learned from these returns. It seems that people in Hongkong or rather Victoria are more than twice as thirsty as the residents in Kowloon, for while those who live on the island require nearly 13 gallons of water per capita per diem, the suburbanites on the mainland are quite content with 5.9 gallons per head, the average for Hongkong being based on a population of 232,500 while that of Kowloon is estimated at 78,250. At all events it is quite clear that as water consumers the Kowloon residents are far more abstemious than those in Hongkong. It would be interesting, however, to learn the reason for this disparity in the consumption per head, for a difference of 7 gallons to each person must be capable of explanation. Of course the cynic might offer various and quite plausible reasons why the water returns should show such a difference, but these would not probably gain confirmation from the water authorities. In Victoria the supply was intermittent in the Eastern and rider main districts up to the 14th of March, after which the supply was checked over the whole city. No mention is made of the numerous exhibitions of water power in the centre of the city, when crowds were entertained with displays which often lasted for hours, but it is to be presumed that much of the water which goes to the average per head in Victoria disappeared in that interesting form. Along with the returns we are assured that the water is of excellent quality, and that on the authority of the Government analyst. No doubt it is up to the standard, although most people have had little opportunity of testing it for some time past, and then only after it has been paid for by the load—and of course the poorest people had to pay most—but these reports about "excellent quality" are not always quite what they seem, or it may be that a special language is used in connection with the analysing department, for month after month we learn to our infinite astonishment that the liquors, for instance, sold in Hongkong have all been found to be over the Government's requirements. Manifestly there is some error in that statement, for it is common remark that much of the liquor sold in Hongkong could not by any exaggeration of terms be described as "of excellent quality," but it may be that analysts are more fortunate in their investigations. However, the fact remains that Hongkong's water supply has the hall-mark of official approval, and the majority of people will not cavil with the statement, so long as the supply is ample or even moderately continuous. It is to be hoped that the Director of Public Works will be in a position at no distant date to announce that the reservoirs are again overflowing, so that a large section of the population may obtain a cheap and steady supply instead of having to pay twice over for their domestic privilege.

## LOCAL AND GENERAL.

ANOTHER Chinese resident has fallen a victim to the plague, this being the 117th case since the year opened. The patient resided in Second Street.

THE Water Police this morning charged seven coolies before Mr. F. A. Hazeland for going on board the steamer *Pa'u-mo-ka*, without the captain's permission. They admitted their error and were each fined \$5.

SIN Sam Tai, a seaman, on board the steamer *Ma-da-ur-u* Maru, was this morning sentenced by Mr. C. A. D. Melbourne to fifteen days' hard labour for cutting and wounding a fisherman on board the ship on Wednesday.

IN the course of a debate in Committee of Supply on the Consular Service, Mr. Fell urged that Consuls ought to be appointed along the 'Siberian Railway' in view of the increasing business done with that part of the world.

MESSRS. Shewan, Tomes & Co. inform us that they have received a telegram from their principals in Vienna, intimating that the Chinese Engineering & Mining Co., Ltd., will pay an interim dividend of 1/- per share free of tax for account of the year ending 28th February, payable 1st May.

"If you ask me, if you want me to try to tell you, I can only say that I cannot carry a whole Chinese dictionary of characters in my mind," replied an expert writer to a question in the Court this morning. "But there are many plenty of Chinese characters that have a dot on the top, and they cannot be altered."

LIEUT. B. L. Wymer, R.N., has been appointed to the gunboat *Thistle*, which is coming out to the China Station. This officer joined the service in January, 1899, and got his Lieutenancy in December, 1904. He was recently employed in command of a torpedo-boat. The *Thistle* will do part of her voyage to China under sail.

A VERY striking memorial has been erected in the churchyard of Sloke, near Newark, in Lord Poncefote, Ambassador to United States of America, and many years ago Attorney-General of Hongkong, who died in Washington in May, 1902. It is of Hopwood stone, the pedestal being surmounted by a bronze statue of "Peace," symbolic of Lord Poncefote's peace-loving disposition.

THE Italian steamer *Capri* arrived yesterday from Singapore. The Captain reported on arrival there that at 3 p.m. on the 27th ult. he picked up, near the One Fathom Bank, a Chinese fisherman in an exhausted condition in a ketch. When the man's strength returned, he said that his boat had been carried out to sea from one of the neighbouring islands. He had been with food for four days and nights. His ketch was brought to Singapore.

We are informed that the British North Borneo Company are organising an expedition across their territory, from Teom, on the west coast, to Cowie Harbour, on the east. The object of the expedition is to examine the country with a view to the construction of a railway. The British Borneo Exploration Company, Ltd., will be represented on the expedition by a prospector, who will report on the mineral prospects of the interior.—L. & C. Express.

LI Yuk Tong, a clerk in the employ of Messrs. Kadecker and Company, No. 2, Duddell Street, was charged this morning at the instance of Au Ku Poo, the comprador of the firm, with stealing, on 21st January and 3rd April the sum of \$7,600, the property of the Company. The defendant pleaded guilty. The money taken by the defendant was collected by him, but instead of accounting for it he appropriated it. Mr. C. A. D. Melbourne sentenced him to three months' hard labour.

By kind permission of Lieut. Col. A. G. Fitton, D.S.O., and Officers, the band of the 2nd Batt., 'The Queen's Own' (Royal West Kent Regt.) will play the following programme of music during dinner at the Hongkong Hotel, tomorrow, the 7th inst.:

March—'Giglet'—Wagner  
Overture to 'Merry Wives of Windsor'—Nicolai  
Valse—'Gave D'Amour'—Waldteufel  
Selection of—'Ballad Music in F-sharp'—Grieg  
Entr'acte—'Rose Garland'—Raymond  
Incidental Music to 'Monsieur Beaucaire'—Rose & Bicalossi  
Selection of—'English Airs'—F. Goffrey  
God Save the King.

THE quaintest-looking warship in the British Navy is the small cruiser *Iphigenia*, which has just been converted into a mine-sowing vessel. Along either side of her deck are two rows of elevated rails, in which numerous submarine mines are slung. These lines of rail project over the vessel's stern, the mines being dropped overboard from them as the steams along. The introduction of a mine-sowing ship into our fleet is an experiment undertaken as a consequence of what was learned during the war in the Far East, and the idea is that the *Iphigenia* would be able to mine a channel or other narrow waters far more effectively than could be done by the old system of pushing mines overboard from launches.

T. STEEL, an able seaman on H.M.S. *Kent*, was charged this morning with assaulting John Sabol, fireman, U.S.S. *Dainbridge*, in the charge-room of No. 2 Police Station last night. The complainant admitted the assault, but said it was under great provocation. The complainant did not appear in Court. Steel was arrested last night for damaging property at Ship Street and Sabol went to the station as a witness against Steel. The matter was amicably settled, but on leaving the charge room the defendant struck the American on the jaw. Defendant said that Sabol should have been arrested last night, for it was he who did the damage. His Worship imposed a fine of \$3.

"If you write something right on top of something already written," said a witness in a case proceeding in the Supreme Court this morning, "you cannot call that good hand-writing!"

IN consequence of an earthquake occurring at Ulanstul in Mongolia, in which the people and houses sustained much damage, an Imperial Decree has been issued, ordering the Military Governor, Kuei Huan, to find out the particulars and distribute relief.

THE Sanitary Board prosecuted five Chinamen, at the Magistracy to-day, for keeping their premises in a dirty condition. The defendants in denying the charge said there was no water in the taps to clean the houses. The case was remanded for a while to ascertain whether there was any water at the time the inspector visited the houses. The defendants were brought up again on 1st discharged with a caution.

A CURIOUS case came before Mr. F. A. Hazeland this morning when a blind musician was charged with assault. The blind man, it appears, was walking along Queen's Road last night playing a tune, when a ricksha coolie, who, perhaps, was in a hurry to obtain a fare, rushed past the defendant and the hood of the vehicle touched the musician on the back. The latter was alleged to have swung round and struck the ricksha coolie on the head with a heavy pipe, causing a nasty bruise. Evidence was heard, and the blind man fined fifty cents and ordered to give the coolie a similar amount as compensation.

"My learned friend" writes to say that if the "whitewashers" of Hongkong really want some work to do, they can find it ready to their hand if they choose to look for it. The walls from the entrance to, and up the stair-case of the Supreme Court have been for many moons green with damp mould, and a mark made by "my learned friend" some weeks ago is still visible through a thin film of the overlying green mould. "This may or may not be unhealthy," concludes "my learned friend," but if "whitewashers" is to be done why not begin here, and, when that and other "official" houses are put in order, then start harassing the poorer natives and petty traders of the Colony!

A RICKSHA coolie in the employ of Mr. A. Shelton Hopper disappeared after receiving his wages about two months ago. Next morning another coolie was engaged as substitute and the uniform handed over. Yesterday afternoon the coolie returned from the interior and went to the other coolie to get back his old position. This, the other coolie refused to give up, so after threatening the substitute, the former coolie picked up the uniform and left the premises. He did not turn up this morning for work and was arrested for stealing the uniform. Mr. Melbourne said he could not convict the defendant on the charge of larceny as the evidence was insufficient. He was fined \$5 for leaving service without permission. The uniform was ordered to be returned to the owner.

## R. G. A. ATHLETIC SPORTS.

The undermentioned results were obtained at the Regimental Sports held at Happy Valley, yesterday afternoon:

Wheel Races.—Gr. McIntyre (88th Co.), Gr. Brown (83rd Co.), Gr. Bishop (87th Co.)  
Hurdle Race (heats)—The following won their heats:—Gr. Carter, Sgt. Bayliss, Gr. Brotherton, Br. Kerrick, Gr. W. Brown and Gr. Stevens.  
Half-Mile R.C.A.—Br. Heard (83rd Co.), Gr. Cleese (87th Co.), Gr. Andrews (87th Co.)  
One Mile (open to R.N., European Garrison and Police)—Br. Heard (83rd Co.), Gr. Andrews (87th Co.), Gr. Lee (88th Co.)  
Sack Race.—Sgt. Tr. Walker, Gr. Welling (83rd Co.), Gr. W. Brown (83rd Co.)  
Putting the Weight.—Gr. Wilks (83rd Co.), Gr. Bishop, Gr. Butler, Distance, 32 ft. 10 in.—Quarter Mile R.G.A., Gr. Stevens (87th Co.), Gr. Cleese (87th Co.), Gr. Wilks (87th Co.), Times, 56.45 secs.  
Veterans' Race.—Gr. W. Brown (83rd Co.), Br. Bailey (87th Co.), Gr. Bume (83rd Co.)  
Half-Mile (Native Regiments), J. H. Ineh Singh (I.K.S.B.), M. Khan (129th Baluchis), Jafal Khan (129th Baluchis).  
Tug of War—83rd Co., H.M.S. *Kent*, 83rd Co., beat 87th Co., 88th Co., beat H.M.S. *Kent*, (marines). Inter-Company Tug of War. 87th Co., beat 83rd Co.

## TO-DAY'S RESULTS.

One Mile.—Prizes, \$15, \$10, \$5.  
Gun. Andrews, 87th Co., R.G.A. .... 1  
Bom. Heard, 83rd Co., R.G.A. .... 2  
Bom. Cross, 87th Co., R.G.A. .... 3  
Putting the Weight.—H. K. S. Bn.—Prizes, \$6, \$4, \$3.  
Aulia Khan ..... 1  
Fuzal Khan ..... 2  
Zamun Khan ..... 3  
Hundred Yards.—Prizes, \$10, \$5, \$3.  
Gr. Stephens, 87th Co., R.G.A. .... 1  
Gr. Carter, 87th Co., R.G.A. .... 2  
Gr. Brown, 83rd Co., R.G.A. .... 3  
Half Mile.—H. K. S. Bn.—Prizes \$6, \$3, \$2.  
Ghimman Singh ..... 1  
Akber ..... 2  
Zamand Khan ..... 3  
Time: 2 min. 20 3/4.  
High Jump.—Prizes \$8, \$4, \$2.  
Gun. Carter, 87th Co., R.G.A. .... 1  
Sgt. Bayliss, H.K.S.B. .... 2  
Gr. Roberts, 88th Co., R.G.A. .... 3  
Height—4ft. 9 in.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 6th at 12.5 p. The barometer has fallen on the China coast owing to a depression which appears to be moving Eastwards over N. China.

Gradients are slight over S. China, and light or moderate E. and SE. winds may be expected in the Formosa Channel and the N. part of the China Sea.  
Forecast:—moderate to light E. winds; cloudy, misty.

## THE PARTNERSHIP ISSUE.

IMPORTANT SOLICITOR AND CLIENT QUESTION.

In Original Jurisdiction this morning, before His Honour Sir Francis Piggott, Chief Justice, the trial of the partnership issue *in re* the Loi Hing firm, *ex parte* Wong Ka Chun, was continued.

Mr. E. H. Sharp, K.C., instructed by Mr. G. K. Hall Brutton, of Messrs. Brutton, Hett and Goldring, appeared on behalf of the Official Receiver, and Mr. M. W. Slade, instructed by Mr. R. A. Harding, represented Wong Ka Chun.

Mr. Slade said that he had several letters bearing on the case which he wished to submit, but he had not had time to have them translated or certified at present, and therefore could only put them to the expert witness formally, and would have them translated and certified later.

Mr. Sharp said he would raise no objection to that course, and the letters could be put in at any time.

A considerable portion of the morning was occupied with expert evidence as to "running," "grass" and "fair" hand writings, which were copied and re-copied by the expert, and then the evidence of depositions was taken in which it was shown that the reason they deposited their money with the Lai Hing Bank was that Wong Ka Chun was recognized as the managing partner of the Lai Hing Bank, and so described himself to them.

Mr. F. X. d'Almeida e Castro was called to give evidence regarding an affidavit filed in an action in 1904, being Action No. 135 of 1904.

Mr. Slade: Do I understand that Mr. d'Almeida was the solicitor in that action?

Mr. Sharp: Yes, that was so.

Mr. Slade: Then I submit that it is grossly improper for a party to an action to call a solicitor acting for the party of the other side in a previous case, to give evidence as to what took place between that solicitor and his client.

Mr. Sharp: It has been done in this Court times innumerable.

His Honour (to Mr. Sharp): I understood you were going to put in as a fact a certain affidavit; are you going beyond that?

Mr. Slade: I would represent to your Lordship that it is a very improper act to call a solicitor to speak as to private words that passed between him and his client in a previous action, and I object to the solicitor being called, and, if called, to his relating a single word of what then passed between them.

His Honour upheld the objection, and Mr. d'Almeida e Castro was not called.

A depositor was re-called, and stated that Wong Ka Chun was generally understood among the constituents to be the managing partner of the Lai Hing Bank and in that capacity drew much business to the firm.

That concluded the case for the Official Receiver.

## CHINA SUGAR REFINERY CO., LD.

EXHIBITS IN THE IMPERIAL INSTITUTE.

Hongkong is the centre of an important sugar industry, although the Colony does not itself actually produce any sugar. One portion of the trade is in the hands of natives, who import brown sugar, chiefly from Swatow—the principal sugar-growing district of South China—the Philippines, Hoihow, Tournon, Canton, and to some extent from Java, and re-ship it for consumption to the northern markets of China and Japan.

Of much greater importance is the sugar-refining industry conducted by two companies, the China Sugar Refining Company, Ltd., and the Tai Koo Sugar Refining Company, Ltd. The former company also possesses a distillery. The refining industry was commenced on a small scale in 1874, and has now reached large proportions, the annual output of the two companies working at full power being estimated at 50,000 tons. The principal market for the refined product is found in the northern part of China.

The China Sugar Refining Company, at the request of Sir Matthew Nathan, the Governor of Hongkong, has recently presented for exhibition in the Hongkong Court of the Imperial Institute a set of specimens of raw sugars, refined, cube and granulated sugars, rum and spirits of wine.

## EXTRADITION CASE.

ALLEGED MURDER, ARSON AND ROBBERY.

At the Magistracy to-day the case for the defence of the three coolies who are being examined on the application of the Chinese Government for their extradition on charges of murder, arson and robbery, alleged to have been committed in the Sha-po village, Sun On district, in the province of Kwangtung, on September 28th last, was opened.

Mr. G. E. Morrel, in the office of Messrs. Denny and Bowley, prosecuted on behalf of the Crown, and Mr. H. E. Pollock, K.C., instructed by Mr. A. G. Holborow, of Messrs. Deacon, Looker and Deacon, defended.

The first witness to be called was the Rev. Father Jose Caraballo. He stated that he had charge of the Italian Mission in the Sun On district. Sha-po village is in the Sun On district, and witness had been in that place for about seven years, that is to say, travelling at intervals. During his stay at the Mission there never happened to be any fugitives in the village. Witness knew the first defendant, who is a Roman Catholic, for seven years. Witness saw the first defendant on 1st August, 1905, the date of the consecration of the new bishop. Four days afterwards, witness again saw the first defendant. On 28th September, 1905, witness arrived in the Colony and was sure he saw defendant on that day. He saw a copy of the accusation against the father of the first defendant.

Another priest said, he had charge of the West Point Orphanage and Home for about two and a half years. He saw the first defendant on 27th September last, in the Orphanage, and was sure that he was there till the end of the last Chinese New Year.

Further evidence was taken and the case adjourned.

## SMUGGLING AMMUNITION.

STORES FOUND ON THE "HONGKONG."

Mr. J. G. Service, chief officer of the s.s. *Hongkong*, was charged this morning, before Mr. F. A. Hazeland, at the instance of Sergeant Grant, with being in possession of 900 rounds of rifle and 100 rounds of revolver ammunition in his cabin yesterday. The defendant denied the charge, averring that he was not aware that the ammunition was in his cabin. Evidence was given to the effect that a visit was paid to the s.s. *Hongkong*, and in a leather trunk the ammunition was discovered. Before the trunk was examined defendant told the officer that the trunk was empty. He now admitted that the trunk was his, but said that so far as he knew it was empty. When the ship arrived and reached her wharf he left and went home. His cabin door was left open. His Worship imposed a penalty of \$50, or two months' hard labour, the ammunition to be forfeited to the Crown.

## SHIPPING AND MAILS.

MAILS DUE.

American (*Manchuria*) 6th inst., about 7 p.m.  
Canadian (*Empress of India*) 8th inst.  
German (*Prinz Sigismund*) 9th inst.  
Indian (*Arratoon Apar*) 9th inst.  
German (*Sachsen*) 11th inst.  
Indian (*Kutiang*) 15th inst.  
American (*Hongkong Maru*) 18th inst.

The Boston Tow Boat Co.'s s.s. *Hyades* arrived at Tacoma on 3rd inst.

The s.s. *Pailan* from Japan and China arrived at New York on 4th inst.

The s.s. *Aladama* left Karatau on 5th inst., for this port, and is due to arrive here on or about the 10th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Diamond* left Singapore this morning, and may be expected here on 9th inst.

The I. C. S. N. Co.'s s.s. *Kutiang* left Calcutta for this port via the Straits on 1st inst., and may be expected here on 15th inst.

The P. M. S. S. Co.'s s.s. *Manchuria* sailed from Shanghai 4th inst., at 5 p.m., and is due to arrive at this port to-day, about 7 p.m.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 10 p.m., on 4th inst., and left again at 3 p.m., same day, for Yokohama where she was due to arrive yesterday.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Nagasaki at 8 a.m., on Friday, the 6th inst., and leaves again at 6 p.m. same day, for Shanghai where she is due to arrive at 11 a.m., on Sunday, the 8th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* which left Hongkong, on the 7th March and Yokohama on the 10th March, arrived at New York on Tuesday, the 3rd April, thus making a transit of 27 days from Hongkong and 18 days from Yokohama.



## TELEGRAMS.

[Reuter's.]

LONDON, 4th April.

## The Courrières Disaster.

During a debate in the French Chamber, several Deputies vehemently accused the company of negligence and responsibility for the fire in the Courrières Mine.

M. Berthoin promised a full inquiry into the matter and if the company was proved responsible, it would forfeit its rights.

## A New Peace Conference.

Russia has submitted to the Powers a programme for a second peace conference at the Hague, to begin on the 1st July.

## Princess Ena of Battonburg.

The King has ordered that Princess Ena shall be styled Her Royal Highness.

## The Native in Natal.

The Natal rebels, under the Chief Bambata, and their followers, are cutting the telegraphs, and have fired on a party of police and civilians beyond Grahamstown.

It is reported that they have pillaged two farms and seized arms and ammunition.

A company of infantry and a battery of artillery are proceeding to the scene.

## UNION INSURANCE SOCIETY OF CANADA, LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the thirty-third ordinary meeting to be held at the Society's office, at noon, on Saturday, the 28th inst., is as follows:—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December, 1905, and a statement of the 1905 working account to the same date.

It has been found convenient to continue the system hitherto adopted of closing the working account on the 31st of December, 1905, and it is proposed not to close the 1905 working account until the 31st December, 1906. It is also proposed to hold in future the annual meetings in April of each year instead of in October.

## 1905 ACCOUNT.

The balance at credit of working account, on the 31st December, 1905, was \$2,725,271.71 as per annexed statement.

The Board recommends that an interim dividend of \$3000 per share be paid to shareholders out of interest, absorbing \$3,000,000, and that a bonus of 20% be paid to contributors absorbing about \$750,000, and that the remainder be carried forward to deal with in April, 1907.

## NEW ISSUE OF SHARES.

Since the 31st December, 1905, the Society has obtained power to increase its capital by the creation of 2,400 additional shares, to be issued, so far as shall be necessary for the purpose, to the shareholders of the China Traders' Insurance Company, Limited, in exchange for their shares in that company. Nearly 2,000 of these new shares have already been issued, and will rank *pari passu* with the old shares for the interim dividend recommended above.

The dividend to be paid on these new shares will be charged as part of the purchase price of the China Traders' shares taken in exchange for them, and not against the profits of the year 1905. Similarly any dividend which may be received from the China Traders' Insurance Company in respect of the year 1905 on the shares purchased by the Society will be credited against the purchase price of the shares.

## DIRECTORS.

In accordance with clause 89 of the articles of association Mr. A. Forbes and Mr. H. W. Slade retire, but offer themselves for re-election.

Hongkong, 4th April, 1906.

## AUDITORS.

Messrs. W. Hutton Potts and A. R. Lowe retire, but offer themselves for re-election.

## BALANCE SHEET.

On the 31st December, 1905.

To capital 10,000 shares of \$50 each—\$5,000,000 upon which \$100 per share called and paid up—	\$1,000,000.00
To reserve fund—	2,725,271.71
Silver—	2,725,271.71
Gold—	2,725,271.71
To unclaimed bonus and dividend	2,725,271.71
To exchange on shares—	2,725,271.71
To investment fluctuation account—	2,725,271.71
To working account 1905, balance	2,725,271.71
To insurance fund—	2,725,271.71
To underwriting surplus—	2,725,271.71
To sundry creditors—	2,725,271.71
To bills payable—	2,725,271.71

By Cash on current account at Hongkong	\$8,597,815.8
"Cash on deposit with Bank in Hongkong, Shanghai and Singapore	\$58,022.20
"Amount invested in mortgages, debentures and other securities in Hongkong, Shanghai and Singapore	\$21,787.72
"Amount invested in London, viz:—	\$40,613.82
Deposited in Bank of England	\$103,000.00
Others investment	\$89,664.10
	\$39,681,101.3
By Amount invested in Melbourne, viz:—	\$3,827,178.92
Deposited in Bank of Australia	\$2,000,000.00
Others investments	\$1,827,178.92
	\$3,827,178.92
By Amount invested in Yokohama	\$18,421.30
"Amount at debit of branches and agencies	\$769,151.74
"Sundry debtors	\$161,877.77
"Furniture and office leases	\$30,169.53
	\$8,597,815.8

## WORKING ACCOUNT.

On 31st December, 1905.

To net premium from 1st January to 31st December, 1905	\$4,784,834.08
"Interest	\$368,485.30
"Exchange	\$11,000.92
	\$5,164,320.30
By agency commissions	\$108,952.99
"Head office, branches & agency charges	\$416,518.80
"Remuneration for year ending 31st December, 1905, to directors, committees & auditors	\$27,347.97
"Losses and claims paid—	\$1,809,691.92
"Balance—	\$2,725,271.71
	\$5,164,320.30

Sterling Exchange taken at 21.04d.

## THE JAPANESE RAILWAY BILL.

PASSED AS AMENDED BY THE PEERS.

DISORDER IN THE LOWER HOUSE.

We take the following from the *Japan Chronicle* of 29th ult.:—

On Tuesday after a heated debate the House of Peers adopted the Railway Nationalisation Bill by 205 to 61 votes in the form amended by the Peers' Committee.

The auditorium of the House of Peers was crowded, long before the Peers sat, by an audience anxious to learn the fate of the Bill. There was a considerable number of foreign representatives present, also members of the House of Representatives and ladies.

When the House had assembled, Marquis Kuroda, Chairman of the Committee on the Bill, stated that the Committee was divided in opinion. Those against stated that the present was not the proper time for the nationalisation of the railways. The bond market being already congested, the adoption of the Bill would further flood the market and cause a serious fall. The measure ignored the rights of property guaranteed by the Constitution, and the unification of railways might be effected without resort to such drastic measures as those proposed—this especially as the Government was vested with authority to supervise the management of private railways.

Those of the Committee, continued Marquis Kuroda, who favoured the Bill held that it was expedient to purchase the private railways without delay, as purchases would become more difficult the more private lines were extended. The adoption of the measure would result in the issue of bonds to the extent of ¥500,000,000, but as they were to be issued over a considerable period of time, it would not affect the bond market. The bonds would take the place of railway shares, and there was no fear of any decline. There was no question of the advantage of the Bill from the military and industrial standpoint. The measure was not violating the rights of property as alleged, as privileges granted by law could be properly withdrawn by law. The purchase prices of some of the railways proposed in the Bill were higher than the prices at which those same lines had been purchased by the larger private railways.

Eventually, continued Marquis Kuroda, the Committee adopted certain amendments proposed by Count Ogimachi by 16 votes to 8. These amendments extended the period of purchase from five to ten years and struck out fifteen of the smaller lines from the list of railways to be purchased, leaving seventeen to be taken over by the Government. Provisions were added prohibiting the incorporation of the railway companies during the period allotted for their purchase by the Government; and also a clause allowing a railway company to appeal to the decision of the Minister of State against any decision of the Committee in case of disagreement in the matter of the claims and obligations of companies. In the original Bill the decision of the Committee was final. To these amendments, and especially to that extending the period of purchase, the Government expressed itself in absolute opposition, but the Committee had adopted the amendments by a large majority.

Mr. Kuwada, opposing the Bill, said that the present was not an opportune time to carry out the nationalisation of the railways. The statement of the Minister for Finance that it was necessary to reduce the railway freight for furthering industry and that this end could only be achieved by nationalisation, was contradicted by a statement laid before the House by the Minister for Communications, relating to the redemption of the Railway Bonds. According to this a surplus of about ¥600,000,000, estimated to be saved in working expenses by nationalisation, was to be appropriated for the redemption of the bonds. How was it possible, Mr. Kuwada asked, to lower the freight and still have a surplus for use as the Minister suggested. In conclusion, Mr. Kuwada denounced the compulsory purchase of railways as unconstitutional. The Government had monopolised the salt and tobacco industries, and now it was proposed to monopolise the railways. This precedent of monopoly was one fraught with dangers to the country.

By an Ozaki stated that the Bill proposed to issue bonds two years after purchase had been effected and asked what would be the position of holders wishing to raise money on their shares.

Mr. Nakashima, Vice-Minister for Communications, replied that shareholders were at liberty to dispose of their shares.

Dr. Furuchi (President of the Seoul-Pusan Railway) supported the Bill, and said that its opponents were agreed on the nationalisation of railways as a principle, but they held that the present was not the best time for carrying it out, and that the method of purchase was unlawful. Dr. Furuchi criticised this view as short-sighted, and declared that the present was the most opportune time, and that the purchase would become more difficult the longer it was delayed. Ten or twenty years still remained unexpired of the charters of the trunk lines, and for this reason the lines could not be purchased simultaneously without special legislation, but the purchase could not be delayed for so long a time. In France the charters granted to private railways were for 99 years, on the expiry of which term the Government was empowered to acquire the lines without compensation. The measures proposed by the Japanese Government were much more liberal than those of France. The conversion of the existing railway lines in Japan into the wide gauge was much more necessary in the interests both of industrial and military requirements than the nationalisation of the systems.

On being put to the vote, the Bill was adopted as amended in Committee by a large majority. The amendments to the Railway Bill voted by the Peers were immediately referred to the Lower House which was then sitting. Marquis Saionji, the Premier, stated that the Government was prepared to agree to the amendments in view of the situation of affairs, and recommended that the House approve them. This announcement of the Premier was received with loud applause by the Constitutionalists and other Government supporters.

Mr. Haseba, Constitutional leader, moved that the amendments be voted without debate, expressing his regret at the modification made. The motion evoked strong opposition from the Progressists, and considerable disorder ensued. Some of the Daikoku Club members even proceeded to assault the Progressists with their fists, and the whole House was in an uproar. On order being restored, the President of the House announced that the motion of Mr. Haseba had been carried, and suggested that the vote be taken by signed ballot. This announcement caused a renewal of the disturbance, and a number of Progressists and Seiko Club members left the Chamber, those who remained refusing to vote. The amendments made by the Peers were eventually approved by 214 Constitutionalists and other Government supporters. In this stormy manner the important and far-reaching Nationalisation of the Railways Bill was passed by the Diet, this act of legislation marking the close of the session.

## PLAGUE PREVENTION.

INDIAN GOVERNMENT MANIFESTO.

The following has been issued by the Home Department:

Calcutta, January 18.

"More than five years have now passed since the Governor-General in Council, when reviewing the report of the Indian Plague Commission, examined, in the light of the knowledge then available, various measures which had been proposed or adopted with the object of checking diffusion of the disease, and indicated the considerations of policy which must govern their introduction in India during this period. While the efforts of Government officers have in no way relaxed, and the people themselves have in many places shown a disposition to acquiesce and even co-operate in preventive measures which do not conflict with their social and religious usages, plague has gradually spread to almost every part of India, and subject to certain seasonal fluctuations, tends to recur year after year with undiminished virulence. About a year ago, the Government of India, acting in concert with the Royal Society and Lister Institute, made arrangements for the appointment of a scientific Commission, which is now investigating the causation of plague in Bombay and the Punjab. Pending the completion of these researches, which may extend over a long time, and will in any case be directed mainly to the scientific aspects of the problem, the Governor-General considered it desirable to place on record, in a concise form, the results of practical experience which have been acquired in the last five years of actual plague administration. The Local Governments were accordingly asked for reports based, as far as possible, on the personal experience of their officers, on the conditions affecting the origin and spread of plague, the character of the measures to be adopted against it, the degree of success attained, and the causes upon which success or failure depend. The ample materials thus collected place the Governor-General in a position to indicate those preventive measures which appear, under present conditions, most likely to be successful in the future."

"The most conspicuous change in the opinion of experts in India regarding plague since the issue of the Resolution of July 16th, 1905, is the greatly increased importance now ascribed to the part played by rats in spreading and keeping alive the disease. Rats are exceedingly susceptible to plague, and when once they are infected they usually communicate infection not only to man but also to houses which have undergone a thorough disinfection. It is therefore essential to the safety of the community to destroy infected rats as to segregate plague-stricken people; in fact, almost all the evidence regarding the causation of plague may be regarded as pointing to the rat as the chief agent in its diffusion. For this reason the importance of destroying rats has been insisted on by the framers of the Paris Convention of 1903, and although European opinion is not unanimous on the point, the Governor-General considers that experience recently acquired in India warrants the belief that the systematic destruction of these animals promises to be one of the most effective means that can be adopted for preventing the spread of plague."

"Observation has also shown that plague is most severe where the houses of people are crowded together, badly built and imperforately vented, while it usually spares those areas in towns where the streets are wide, houses well built, the alleys and side walks paved, and the drains properly constructed. It follows that municipalities and local bodies should be encouraged and assisted to demolish insanitary quarters, to improve the paving of alleys and side-walks, to neglect no opportunities of widening the narrow streets, to enforce simple building rules, and perfect their systems of drainage and conservancy. All godowns where grain is stored should be rendered rat-proof, and should be liable to periodical inspection. In theory the disinfection of both houses and clothing takes a high place among preventive measures, and in cases of pneumonic plague it must be regarded as imperative; but the great difficulty of carrying out the process thoroughly in a house casts some doubt upon its practical utility, and the Government of India leave it to local authorities to determine the extent to which it should be enforced with reference to prevalent structural conditions. In any case, the efficacy of house disinfection depends entirely upon the methods employed. The fluids used must be really germicidal, such as solutions of carbolic acid, sublimate, cyanide, or iodine. They must be intelligently applied under proper supervision, and care must be taken to prevent re-infection of the building by rats. These observations apply in their full force only to towns where the disease has not fully established itself. In villages the disinfection of houses is seldom of much use, while in towns, where plague has become indigenous, the difficulty of completely excluding rats leads to constant re-infection. Of the various measures hitherto adopted with the object of arresting an outbreak of plague none has proved so efficacious as the prompt abandonment of an infected locality for a period that varies with local conditions. In the case of villages, indeed, the evacuation of all houses, accompanied by the systematic destruction of rats, is probably the only means of effectually combating the disease. It is, however, essential that evacuation should be carried out thoroughly. If a portion of the inhabitants remains behind, the disease will continue to spread. In all cases where evacuation is feasible, the people should be encouraged to resort to it, assisted by the grant of blankets and warm clothing, where necessary, and by the provision of huts or materials for building them."

"The evidence which has been collected shows that the inspection of travellers by railway, road and steamship is often successful in averting or delaying the spread of plague, but that the efficacy of this measure depends on the circumstances in which it is applied. It is of most value in protecting limited areas such as hill stations and places so situated that inspection posts command all routes of access. The mere inspection of persons arriving by steamer is, however, of little use unless the rats on board the vessel are destroyed or prevented from reaching the shore. A segregation camp for the detention of sick is a necessary adjunct to every inspection station, but no one need be detained who is not actually suffering from plague. In all other cases it is sufficient to record travellers' names and addresses and to arrange for their being under surveillance for five days. Experience has shown that mere contact with a case of bubonic plague in a railway carriage involves little danger of infection. The example of prisons proves that quarantine may be relied upon to prevent the spread of plague by human beings, but it can seldom be applied effectually, except by the people themselves, who have so often times combined to prevent persons from infected places from entering their villages, and have provided accommodation for them outside the inhabited site. In rural areas the adoption of these measures may properly be encouraged, but they do not admit of application to towns. The removal of the sick to hospital, while it is eminently desirable in their own interests, has always been unpopular, and in cases of bubonic plague the necessity for it may be avoided, provided that the surroundings of the patient can be kept clean and free from rats. That the measure is instrumental, however, in delaying the spread of the disease is undeniable, and even though segregation may be relaxed when indigenous cases become widespread, the first few cases imported into a plague-free town should, whenever possible, be segregated without delay. Cases of pneumonic plague, which is directly infectious from man to man, ought always to be segregated. The segregation of persons who have been in contact with a patient suffering from bubonic plague is often impossible in practice. When it can be carried out with the good-will of the people the measure is no doubt useful, but where coercion has to be employed more harm than good is likely to result. In cases of pneumonic plague, however, the segregation of contacts is necessary, as the risk of infection is extreme."

"Inoculation with the prophylactic fluid now manufactured at the Parel Laboratory is of value, not merely for the protection which it affords against plague, but also by reason of its effect in mitigating the violence of an attack. The extent to which it may be adopted depends upon the strength of popular sentiment in its favour or against it, and the Government hope that the people may be encouraged to have recourse to it."

"While the experience of the last five years establishes the utility of the measures enumerated above, it equally teaches that their application must depend upon the circumstances of locality, the character of the people, the stage which the disease has reached, and the agency available for dealing with it. What is necessary in a district free from plague may be useless or vexatious where plague has become indigenous. What is effectual in one part of the country may be inoperative in another. A degree of control which is acceptable to a particular community may be strongly resented by the people who observe a different code of social usage, and in a province with a well-developed system of village officials more can be attempted than in a province where no such organisation exists. Where conditions vary so widely from province to province, as is the case in India, it is manifestly impossible for the Governor-General to lay down a uniform scheme of plague administration. The Local Governments are accordingly left competent to determine what measures are practicable or expedient at particular times and places, and it is upon them that the Government of India rely to make the best use of the opportunities which present themselves for checking the spread of the disease. Finally, the Governor-General would observe that in the last resort all preventive measures depend for their success upon the hearty co-operation of the people themselves, and that every effort should be made to enlist their sympathies and to bring home to them, through their natural leaders and in any other way that may be practicable, that it rests mainly with them to bring about by their own action the cessation of plague in India, as it has long ago disappeared from Europe. When this conviction has been firmly established in the minds of the people, the task of district officers throughout India will be materially lightened, but that can only be obtained by carrying out thoroughly whatever measures it may be decided to introduce, and by impressing upon all officers concerned in plague administration that when a decision has been arrived at there must be no hesitation in giving effect to a policy approved by the Local Government."

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"Inoculation with the prophylactic fluid now manufactured at the Parel Laboratory is of value, not merely for the protection which it affords against plague, but also by reason of its effect in mitigating the violence of an attack. The extent to which it may be adopted depends upon the strength of popular sentiment in its favour or against it, and the Government hope that the people may be encouraged to have recourse to it."

"While the experience of the last five years establishes the utility of the measures enumerated above, it equally teaches that their application must depend upon the circumstances of locality, the character of the people, the stage which the disease has reached, and the agency available for dealing with it. What is necessary in a district free from plague may be useless or vexatious where plague has become indigenous. What is effectual in one part of the country may be inoperative in another. A degree of control which is acceptable to a particular community may be strongly resented by the people who observe a different code of social usage, and in a province with a well-developed system of village officials more can be attempted than in a province where no such organisation exists. Where conditions vary so widely from province to province, as is the case in India, it is manifestly impossible for the Governor-General to lay down a uniform scheme of plague administration. The Local Governments are accordingly left competent to determine what measures are practicable or expedient at particular times and places, and it is upon them that the Government of India rely to make the best use of the opportunities which present themselves for checking the spread of the disease. Finally, the Governor-General would observe that in the last resort all preventive measures depend for their success upon the hearty co-operation of the people themselves, and that every effort should be made to enlist their sympathies and to bring home to them, through their natural leaders and in any other way that may be practicable, that it rests mainly with them to bring about by their own action the cessation of plague in India, as it has long ago disappeared from Europe. When this conviction has been firmly established in the minds of the people, the task of district officers throughout India will be materially lightened, but that can only be obtained by carrying out thoroughly whatever measures it may be decided to introduce, and by impressing upon all officers concerned in plague administration that when a decision has been arrived at there must be no hesitation in giving effect to a policy approved by the Local Government."

"The evidence which has been collected shows that the inspection of travellers by railway, road and steamship is often successful in averting or delaying the spread of plague, but that the efficacy of this measure depends on the circumstances in which it is applied. It is of most value in protecting limited areas such as hill stations and places so situated that inspection posts command all routes of access. The mere inspection of persons arriving by steamer is, however, of little use unless the rats on board the vessel are destroyed or prevented from reaching the shore. A segregation camp for the detention of sick is a necessary adjunct to every inspection station, but no one need be detained who is not actually suffering from plague. In all other cases it is sufficient to record travellers' names and addresses and to arrange for their being under surveillance for five days. Experience has shown that mere contact with a case of bubonic plague in a railway carriage involves little danger of infection. The example of prisons proves that quarantine may be relied upon to prevent the spread of plague by human beings, but it can seldom be applied effectually, except by the people themselves, who have so often times combined to prevent persons from infected places from entering their villages, and have provided accommodation for them outside the inhabited site. In rural areas the adoption of these measures may properly be encouraged, but they do not admit of application to towns. The removal of the sick to hospital, while it is eminently desirable in their own interests, has always been unpopular, and in cases of bubonic plague the necessity for it may be avoided, provided that the surroundings of the patient can be kept clean and free from rats. That the measure is instrumental, however, in delaying the spread of the disease is undeniable, and even though segregation may be relaxed when indigenous cases become widespread, the first few cases imported into a plague-free town should, whenever possible, be segregated without delay. Cases of pneumonic plague, which is directly infectious from man to man, ought always to be segregated. The segregation of persons who have been in contact with a patient suffering from bubonic plague is often impossible in practice. When it can be carried out with the good-will of the people the measure is no doubt useful, but where coercion has to be employed more harm than good is likely to result. In cases of pneumonic plague, however, the segregation of contacts is necessary, as the risk of infection is extreme."

"Inoculation with the prophylactic fluid now manufactured at the Parel Laboratory is of value, not merely for the protection which it affords against plague, but also by reason of its effect in mitigating the violence of an attack. The extent to which it may be adopted depends upon the strength of popular sentiment in its favour or against it, and the Government hope that the people may be encouraged to have recourse to it."

"While the experience of the last five years establishes the utility of the measures enumerated above, it equally teaches that their application must depend upon the circumstances of locality, the character of the people, the stage which the disease has reached, and the agency available for dealing with it. What is necessary in a district free from plague may be useless or vexatious where plague has become indigenous. What is effectual in one part of the country may be inoperative in another. A degree of control which is acceptable to a particular community may be strongly resented by the people who observe a different code of social usage, and in a province with a well-developed system of village officials more can be attempted than in a province where no such organisation exists. Where conditions vary so widely from province to province, as is the case in India, it is manifestly impossible for the Governor-General to lay down a uniform scheme of plague administration. The Local Governments are accordingly left competent to determine what measures are practicable or expedient at particular times and places, and it is upon them that the Government of India rely to make the best use of the opportunities which present themselves for checking the spread of the disease. Finally, the Governor-General would observe that in the last resort all preventive measures depend for their success upon the hearty co-operation of the people themselves, and that every effort should be made to enlist their sympathies and to bring home to them, through their natural leaders and in any other way that may be practicable, that it rests mainly with them to bring about by their own action the cessation of plague in India, as it has long ago disappeared from Europe. When this conviction has been firmly established in the minds of the people, the task of district officers throughout India will be materially lightened, but that can only be obtained by carrying out thoroughly whatever measures it may be decided to introduce, and by impressing upon all officers concerned in plague administration that when a decision has been arrived at there must be no hesitation in giving effect to a policy approved by the Local Government."

## ASSOCIATION FOOTBALL.

Yesterday afternoon, on the Naval Football ground at Happy Valley, H.M.S. *King Alfred* played H.V.S. *Kent*. The game was of an even character in the first half, and a good dash down by the *Kents* succeeded in obtaining their first goal. The *King Alfred* made hard attempts to equalise, but failed in each attempt. Final: *Kent*, 1; *King Alfred*, nil.

The Marines from H.M.S. *King Alfred* played the gunroom officers from the same ship, on the Naval ground yesterday afternoon. The game resulted in a draw of one all.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Bank	... \$852.50
Union Insurance	... 790 b.
China Traders	... 97
Canton Insurance	... 310 s.
Hongkong Fire	... 300 b.
China Fire	... 85 b.
U. & M. Steamboats	... 241 b.
Indo-Chinas	... 931 b.
Douglases	... 41 b.
Raubs	... 180 s.
Decks	... 170 s.
Kowloon Wharf	... 103 b.
Farnham	... 117 b.
Hongkong Lands	... \$116 b.
Hongkong Hotels	... 133 b.
Humphreys Estates	... 11 s.
Fwo Cottons	... 64 s.
China Providents	... 9 s. & s.
Green Island Cement	... 30 s. & s.
Langkats	... 235

## To-day's Advertisements.

"SHIRE" LINE.  
FOR LONDON AND ANTWERP.  
THE Steamship

"FLINTSHIRE"  
will be despatched for the above Ports, on or about the 15th May, 1906.  
For Freight etc., apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 6th April, 1906. [430]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.  
FROM RANGOON AND STRAITS.  
The Company's Steamship

"PALAMCOTTA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 6th instant, will be landed at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 5th April, 1906. [446]

## To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

Price: ... .. \$1.50.

SATURDAY, APRIL 7TH, 1906.

DINNER.

HORS D'OEUVRES.

Eggs a la Russe.

SOUP.

Princess Soup.

FISH.

Boiled Fish and Parsley Sauce.

ENTREES.

Veal Cutlets and Tomato Sauce.

Jugged Hare and Red Currant Jelly.

Oyster Patties.

CURRY.

Nepaul Curry.

JOINTS.

Roast Australian Lamb and Mint Sauce.

Roast Capon and Bread Sauce.

Boiled Corned Leg of Pork and case Pudding.

Cold spiced Beef and Plain Salad.

SWEETS.

Tapioca Pudding.

Chocolate Ice Cream and Finger Cakes.

Marmalade Tarts.

Topsy Cake.

DESSERT.

Coffee.

Fruits. [420]

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTIETH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on SATURDAY, the 28th April, 1906, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1905, and of declaring Dividends.

THE TRANSFER BOOKS of the Company will be CLOSED from the 14th April to the 28th April, both days inclusive.  
By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.

Hongkong, 6th April, 1906. [448]

TOYO KISEN KAISHA.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"CALCHAS"	6th April.
GLASGOW and LIVERPOOL	"MOYUNE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "
GLASGOW and LIVERPOOL	"DEUCALION"	5th May.
GLASGOW and LIVERPOOL	"TYDEUS"	12th "
GLASGOW and LIVERPOOL	"HYSON"	12th "

The S.S. "Calchas" left Singapore on the 1st inst., and is expected to arrive here on the 6th.

## HOMeward.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	10th April.
"GENOA, MARSEILLES & L'POOL	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
AMSTERDAM, LONDON & ANTWERP	"BELLEROPHON"	5th May.
"GENOA, MARSEILLES & L'POOL	"HECTOR"	20th "
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "TEUCER"		18th April.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	16th May.

## WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and "NINGCHOW"		25th April.
PACIFIC COAST	"YANGTZE"	25th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd April, 1906.

[3]

## CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

SHANGHAI	"YOOHAW"	7th April.
MANILA	"TEAN"	10th "
NINGPO and SHANGHAI	"CHINKIANG"	11th "
YOKOHAMA and KOBE	"TAIYUAN"	11th "
SHANGHAI	"SHAOSHING"	11th "
TIENSIN	"KASHING"	12th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	20th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

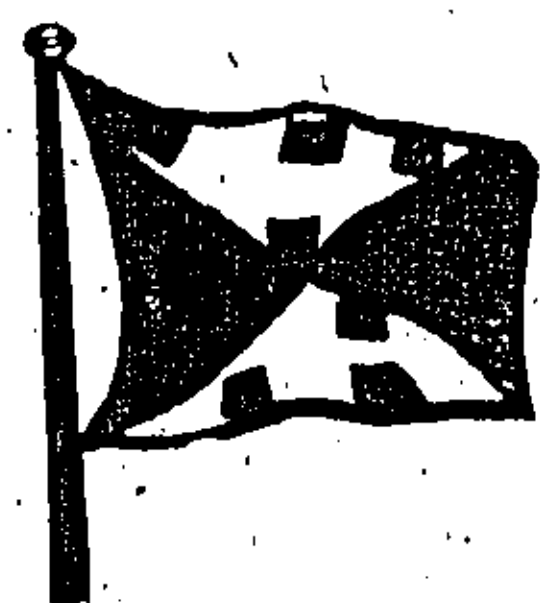
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th April, 1906.

[9]



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA via AMOV	SATURDAY, 7th April, at 10 A.M.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 14th April, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 5th April, 1906.

[7]



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	25th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 5th April, 1906.

[8]

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
CLASS FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.,  
Hongkong 18th May, 1895.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 10th September, 1901.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUGUSTIN, R.M.R.

THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,  
if tide permits.

FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents; Return, 50 cents; Steerage, 10 cents.  
Breakfast, Lunch and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.

On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.

First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG CO.  
Hongkong, 2nd January, 1906.

[17]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.  
"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).

Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.

Passage Fare—Single Journey \$4

Mens \$1 each.

The Company's Wharf is a short distance  
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.

No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SINGAPORE, S'RAVAYA & SAMARANG	CHUNSIANG	SATURDAY, 7th April, 3 P.M.
SANDAKAN via KUDAT	MAUSANG	SATURDAY, 7th April, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	TUESDAY, 10th April, 3 P.M.
TIENSIN	ESANG	WEDNESDAY, 11th April, 3 P.M.
SHANGHAI	HANGSANG	THURSDAY, 12th April, 3 P.M.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Uaukan, Jesselton and Labuan.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 6th April, 1906.

[6]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	April 10th.
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.

The S.S. "Numantia" left Moji on the afternoon of the 3rd instant, and may be expected to arrive here on the 8th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Acting General Agent.

## Consignees.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

"C. FERD. LAEISZ."

Captain Meyerdieck, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra haz-  
ardous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.

No Claims will be admitted after the Goods  
have left the Godowns and all Goods remaining  
undelivered after the 6th April, 1906, will be  
subject to rent.

All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 6th April, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 31st March, 1906.

[401]

## Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London  
ex s.s. *Malapan* and *Dordogne*, from  
Havre ex s.s. *Dordogne*, from Bordeaux ex  
s.s. *Ville de Dunkerque*, in connection with  
above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables are being landed  
and stored at their risks into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, at Kowloon, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before noon TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered  
after MONDAY, the 6th April, 1906, at Noon,  
will be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 9th April, or they will not be recognised.

All damaged packages will be examined on  
MONDAY, the 9th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 2nd April, 1906.

[11]

## Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOV, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA."

Captain T. F. Babb, will be despatched as above,  
TO-MORROW, the 7th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 6th April, 1906.

[415]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

With liberty to call at Malabar Coast.

THE Steamship

"INDRAWADI."

Captain R. Hill, will be despatched as above, on  
or about the 26th April next.

If sufficient inducement is offered.

For Freight, apply to

JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 31st March, 1906.

[402]

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong  
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG."

5,600 tons,

will be despatched for CALLAO (PERU),  
IQUIQUE (CHILE) on or about TUESDAY,  
April 10th, at Noon.

Also taking freight to other Eastern Coast  
Ports of South America transhipping to the  
Connecting Lines.

For further information as to Freight and  
Passage, apply to

K. MATSUDA,  
Manager.  
Yok Building,  
Hongkong, 3rd April, 1906.

[293]

## Consignees.

BOSTON TOWBOAT COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Countersignature,  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected by us in  
any case whatever.

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 2nd April, 1906.

[72]

"BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SATSUMA,"  
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 12th  
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 9th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 2nd April, 1906.

[412]

"BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

"BENVENUE"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 6th instant will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 12th  
instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 6th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 2nd April, 1906.

[409]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PEKIN."

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, &c., ex B. I. S. N. and  
B. &







Mails.

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"QUEENAN"

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 7th April, 1906, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calcutta*, due in London on the 19th May, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 6th April, 1906.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LONDON,

HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIC,"

Captain E. Guionnet, will be despatched for MARSEILLES on TUESDAY, the 17th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS*, 1st May.

S.S. *POLYNESIAN*, 15th May.

S.S. *CALEDONIEN*, 29th May.

S.S. *SALAZIE*, 12th June.

S.S. *TOURANE*, 26th June.

G. DE CHAMPEAUX, Agent.

Hongkong, 5th April, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. BOSTON TUG-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i>	9,600	E. V. Roberts	28th April
<i>Tremont</i>	9,600	T. W. Garlick	—
<i>Hyades</i>	3,753	J. Alwen	—
<i>Lyra</i>	4,417	G. V. Williams	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents,

Queen's Buildings,

Hongkong, 4th April, 1906.

[12]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"SHIMOSA" 10th April.

"DEN OF KELLY" 17th "

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents,

Hongkong, 28th March, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPEK, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY Per Case. \$22.50

" " 20.00

" " 16.75

WHISKY, FINE MALT 20.00

" " 12.50

JOHN WALKER & SONS' OLD HIGHLAND 10.50

" " C. P. & CO'S SPECIAL BLEND 20.00

PORT WINE, INVALIDS 13.75

" " DOURO 20.00

SHERRY, AMOROSO 16.00

" " LA TORRE 40.50

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATION.
BANKS.							
Hongkong & Shanghai Banking Corporation	100,000	\$125	\$125	{ \$1,000,000 } \$9,500,000 \$210,000	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/6 9/16 } — \$26.87 for 2nd half-year 1905	5 1/2 % \$880 (London £904) \$40 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	...
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 } \$147,895	\$211,540	\$20 for 1904	6 1/2 % \$360
China Trade Insurance Company, Limited	74,000	\$83.33	\$25	{ \$950,000 } \$169,215 \$202,455 \$296,955	Nil.	\$4 1/2 for year ended 30.4.1905	4 1/2 % \$97
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,000,000 } Tls. 100,000 Tls. 50,000	Tls. 302,053	Final of 7/6 making 15/- for 1904	5 1/2 % Tls. 90
Union Insurance Society of Canton Limited	10,000	\$250	\$100	{ \$2,000,000 } \$231,453 \$1,043,930 \$1,152,384 \$750,000	\$2,339,112	\$40 for 1904	5 % \$790
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 } \$500,000 \$1,000,000 \$1,000,000	\$286,284	\$12 and \$3 special dividend for 1903	7 1/2 % \$177 1/2 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 } \$23,488 \$1,221,928	\$344,018	\$6 for 1904	7 % \$86 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 } \$1,000,000 \$1,000,000 \$1,000,000	\$422,618	\$25 for 1904	7 1/2 % \$300
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$6,000 } \$561,638	\$6,563	\$1 1/2 for 1905	8 1/2 % \$18
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$250,000 } \$250,000 \$250,000 \$250,000	Nil.	\$3 1/2 for year ended 30.6.1905	8 1/2 % \$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$154,331 } \$120,000 \$241,150 \$23,999	\$21,480	\$1 for second half-year 1905	8 % \$25 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$2,000,000 } Tls. 200,000 Tls. 100,000	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	6 1/2 % \$94
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$400,000 } \$400,000 \$400,000 \$400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 % Tls. 18 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$4,144 } \$65,000 \$24,257	\$207,815	Final Tls. 14 making Tls. 33 for 1905	7 1/2 % Tls. 50 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$100,000 } \$100,000 \$100,000 \$100,000	\$929	1/- (Coupon No. 6 for 1905)	4 1/2 % \$32
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$100,000 } Tls. 350,479 Tls. 48,000 Tls. 81,200	13,913	\$1.80 for year ending 30.4.1905	4 1/2 % \$32
PEANUTS.							
China Sugar Refining Company, Limited	70,000	\$100	\$100	{ \$850,000 } \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	13 1/2 % \$182
Luenn Sugar Refining Company, Limited	7,000	\$100	\$100	{ none } Tls. 100,000	\$132,588	\$3 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none } Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$80,000 } \$26,011	£13,355	Final of 1/- (No. 5)	...
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none } 18/10	G. \$99,950	Final of 50 cents making G. \$1 for 1905	...
Laub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$4,873 } Dr. £8,745	Dr. £8,745	No. 12 of 1/- = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 } \$70,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6	10 % Tls. 117 buyers
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$550,000 } \$65,160 \$20,000	\$8,915	\$2 for 1905	9 % \$221
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$500,000 } \$49,500	\$20,030	Final of \$3 1/2 making \$6 for 1905	6 % \$103 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$388,000 } \$388,000	\$362,232	\$6 for second half-year 1905	7 % \$170
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$388,000 } Tls. 487,210 Tls. 57,065	\$2,221	\$1 for 1905	6 % \$17 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 } Tls. 57,065	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 % Tls. 217 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 } Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	7 1/2 % Tls. 230 buyers
LANDS, HOTELS & BUILDING.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none } \$14,516	none	First year	...
Star House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ Tls. 34,000 } Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	8 1/2 % \$30
Star House Hotel, Limited (Tientsin)	7,000	Tls. 50	Tls. 50	{ Tls. 8,000 } Tls. 8,000	Tls. 806	Interim of Tls. 5 for year 1905/6	7 1/2 % Tls. 140 buyers
Central Stores, Limited (new issue)	6,000	\$15	\$15	{ none } \$15	\$4,719	\$2.40 on \$12 for 1905	13 1/2 % \$18
Do. (Founders)	24,000	\$15	\$15	{ none } \$15	...	7 % on \$7 1/2 for 1905	...
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 } \$24,071	1619	\$5 for second half-year 1905	7 1/2 % \$133 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 } Tls. 24,986	\$67,839	Final of \$3 1/2 making \$7 for 1905	6 % \$116
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 } Tls. 7,202	Tls. 7,202	Interim of Tls. 1	14 % Tls. 17
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ none } \$208,866	\$4,699	Final of \$6 making \$10	10 % \$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$50,000 } \$50,000	\$5,070	80 cents for 1905	7 % \$11 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none } \$50,000	\$574	\$2 1/2 for 1905	6 1/2 % \$39
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 909,593 } Tls. 170,000	Tls. 52,104	Final of Tls. 3 making Tls. 6 for 1905	5 % Tls. 117 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none } Tls. 170,000	\$772	Final of \$1.90 making \$3.65 for 1905	7 % \$53
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 } \$30,000	Tls. 100,000	Tls. 8 for year ended 31.10.1905	1 1/2 % Tls. 64 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 } Tls. 100,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 % \$16 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 } Tls. 100,000	Tls. 18,718	3 % a/c 1898	12 % Tls. 61 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none } Tls. 18,406	...	Tls. 8 for 1905	12 % Tls. 671 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,406 } Tls. 18,406	Tls. 35,985	Tls. 25 for 1905	8 1/2 % Tls. 300
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none } £114	\$1,066	\$7 for 1905	7 % \$100
Leell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$9,000 } \$9,000	\$770	1/3 per share for 1904	9 % \$74
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none } \$10	\$1,097	\$3 for 1905	9 % \$33 ex div.
China-Borneo Company, Limited	60,000	\$12	\$12	{ none } Tls. 50,000	Nil.	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 } Tls. 50,000	Tls. 589	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 % Tls. 80 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none } \$8,000	\$3,739	None	...
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 } \$25,000	\$1,581	80 cents for 1905	9 % \$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$410,000 } \$500,000	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 % \$16